blessing, though, they are generally singled out as an example of the white man's beneficence. Huge sums have been expended in concessions to the companies. The operation of the railways has been costly and their administration often top-heavy. Freight charges have always been high. Until the railways are owned by the State and the necessary machinery made in the country instead of being brought from abroad at great expense, there is little hope of reduction. The peasant has to sell cheaply because of heavy freight charges and he is exposed to unfair foreign competition, for his competitors have low shipment charges. The development of .railways has wrought economic havoc in rural areas. Between 1929 and 1931 it was cheaper to sell Canadian wheat in the ports of India than the home product. The freight charges of sugar from Java to Indian ports are about 8 annas a maund, while the charges from Bombay or Calcutta to Meerut (U.P.) are 2 rupees.[1] R.A.C. admits that it is difficult to import fuel at cheap rates and this is worth remembering when we blame the peasant for burning valuable farm-manure. India has great forests all over the country, but wooden articles are imported and, till recently, even railway sleepers. Freight charges make it hard to transport or to popularise agricultural implements. Artificial manures from thousands of miles away can be brought to the peasant, but, because of rail charges, he cannot get bone-meal or saltpetre of Indian origin or the valuable vegetable mould contained in the forests. Thanks to lack of adequate cold storage, it is virtually impossible to transport dairy produce. Concessions have been made for cane traffic, but on the whole the railways are not the help to the cultivator that they might be. There are vast potentialities in electric power in India, as

[1] These figures are not quite up-to-date, but I doubt whether there has been much change.